



Handlebars for the long haul

2006-2009 Yamaha FJR1300A/AE
Tour Performance® HR Triple Clamp™
(U.S. Version ONLY)

Caution: Do not install on a Canadian or European version.
If ignition is altered in any way, the alarm system will disable the motorcycle and require costly repair.

* 1 ¼" or 1 ¾" rearward * ½" taller * Greatly reduced vibration * Improved angles * PART #HRT076-2

WARNING: IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH. HAVE A QUALIFIED MECHANIC INSTALL YOUR HELIBARS®.

HeliBars are designed to safely increase your riding comfort; however it is imperative that these instructions be followed to ensure correct installation. Failure to follow these instructions could result in improper installation and create a dangerous control situation.

If you have any questions about installation call Heli Modified, Inc. at 1-800-859-4642.

!! CAUTION!! BARS MUST BE TORQUED TO SPECIFIED VALUES. THEY MUST NOT BE OVERTORQUED. OVERTIGHTENED HARDWARE CAN LOSE INTEGRITY.

NOTE: HR Triple Clamp™ kit does not include tamper proof ignition bolts- this may affect the security of your machine.

Installation Overview: Heli HR Triple Clamp replaces the factory top triple clamp and relocates the handlebar mounts back 25mm closer to the operator. The forward mounting option positions the stock bars 1 ¼" back while rotating the grip angle 1° forward for a comfortable yet sporty feel. The rear mounting option positions the bars 1 ¾" closer to the rider for the greatest comfort possible. The forward cutout shape of the HR Triple clamp provides additional clearance for cables, hydraulic lines and wire looms. Accessory mounting threaded holes are also provided for an optional Ram Mount ball. Installation of the Heli Tour Performance HR Triple clamp requires that the ignition switch be removed from the factory triple clamp and re-mounted to the HR Triple clamp.

Installation:

It is not necessary to remove any controls from the bars. Removing the ignition switch from the stock triple clamp requires that it be removed from the bike. There are 2 connectors attached to the ignition lead and these connectors are located behind the steering head under the fuel tank. Also there is a steel wire (black) cable guide that holds the hydraulic lines and cables that needs to be cut to free both hydraulic lines.

1. To ensure that the triple clamp is removed smoothly and the new Heli Triple Clamp is installed easier place your bike on the center stand and push all the weight to the rear tire.
2. Locate the right control housing wire loom and follow it down to the lower left side of the ignition switch. Cut the cable tie. Caution: Do not cut the wire loom. **(Photo 1)** Do not cut the second cable tie holding the ignition switch wire loom in place. **(Photo 2)**
3. Remove the handlebar adjusting hardware covers located on top of the handlebar bases. Use a 2.5mm hex. Turn the bars to full left lock and loosen the steering stem nut. Use a 36mm socket and remove nut and washer.

Heli Modified Inc – PO Box 638 – 20 Industrial Way – Cornish, Maine 04020
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4. On the right side, find the wire cable guide that holds the front brake hydraulic line and right side wire loom in front of the top triple clamp and cut the outside wire. **(Photo 10)**
Bend the wire enough to remove the brake line and wire loom. Repeat on the left side and remove the clutch hydraulic line and left control housing wire loom. Caution- the cut ends of wire guide will be sharp.
5. Remove the bars one side at a time. Loosen the nut (17mm socket) and 8mm screw (6mm hex) and lay that bar on a towel or larger shop rag on the side of the fairing. Keep all cables, looms and hydraulic lines in front of the fork tubes.
6. Remove fuel tank.
 - a. Remove both seats.
 - b. Remove side covers and rear fuel tank plastic trim.
 - c. Remove fuel tank forward mounting screws and rear bolt and nut.
 - d. Lift rear of tank and place a shop rag over the mounting area. This will protect the fuel tank.
 - e. Lift the front of the fuel tank and remove the two electric connectors on the fuel pump (**photo 4**) and disconnect the fuel line on the right side of the tank by first releasing the plastic clip and then depressing the 2 gray buttons on the side of the fuel line connector. **(Photo 5)** Remove tank.
7. Remove steering head frame stiffener (3 bolts) **photo 6**.
8. Remove one plastic fastener on heat shield - **photo 7**.
9. Pick up the rear of the heat shield and pull it back far enough to expose the red and white connectors. Unplug the 2 connectors – see **photos 8 & 9**.
10. Loosen the two top triple clamp pinch bolts located in front of the fork tubes. Apply a little pressure on the rear frame rails (where the seat was) which will remove the bind in the fork tubes / steering stem and remove the stock triple clamp. Carefully remove the ignition switch lead from the frame. Store the factory handlebar mounting screws / cable guide with the stock triple clamp.
11. Remove ignition switch from stock triple clamp.
 - a. Place the stock top triple clamp upside down on a shop rag. Carefully center punch the centers of the two tamper proof bolt heads. Carefully drill with a 1/8" drill bit followed by a ¼" bit, and finally use a 5/16" drill bit and carefully drill deep enough to remove the heads of the screws only. **photos 11 & 12**..
 - b. Insert the 2 m8 x 40mm screws into the ignition switch followed by the 2 aluminum spacers provided. See **photo 13**. Torque the 2 screws to 12 ft. lbs.
 - c. Place the HR triple clamp over the fork tubes, apply a little pressure to the frame seat rails with one hand to align the fork tubes and steering stem. Carefully press down on the HR triple clamp until it seats on the steering stem adjuster nuts. Install washer and steering stem nut. Hand tighten only at this time. **IMPORTANT:** Tighten one fork tube pinch bolt on both fork tubes (on the triple clamp) to 10 ft. lbs. Tighten steering stem nut to 40 ft lbs. Loosen the 2 pinch bolts. This allows the HR triple clamp to settle. Torque all 4 HR triple clamp fork tube pinch bolts to 12 ft lbs. Finally torque the steering stem nut to 85 ft. lbs. See **photo 14**.

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- d. Snake the ignition leads through the slot on the left side of the steering head. Make sure the 2 connectors and lead are placed under the throttle cables and connect. See **photo 15**.
12. Reinstall the heat shield, one plastic fastener, and the frame stiffener and the 3 bolts and washers. Torque bolts to 27 ft. lbs. See **photo 16**.
13. Re-install fuel tank. Review steps 5 c through e. Tighten all hardware.
14. Install the left and right bars on the HR Triple clamp. Choose either the forward comfort / sport or the rear touring mounting.
- a. Remove the bolts and screws from their bar mounting positions (as shipped). Align the bar's 2 dowel pins into the triple clamp. Insert the 12MM bolt and washer into the bar mount followed by the 8MM screw. Hand tighten. Torque the (larger)12 MM bolt to 36 ft. lbs and the 8MM socket head screw to 12 ft. lbs. Install the bar mounting hole cover with the new button head 4MM screws provided. Repeat on the other bar. Lightly tighten the cover button head screws.
- b. Bring the right control housing wire loom in front of the ignition switch and cable tie it to the ignition wire loom on the left side.
15. Re-route the throttle cables.
- a. Loosen and separate the 2 halves of the throttle housing. Disengage the pull and the push cable mounting pins from the throttle sleeve. Carefully snake the cables down under the brake hydraulic lines and up between the brake hydraulic lines and the steering head (see **photos 17 & 18**).
- b. Place the throttle cables between the top fork adjuster and the right bar base (**photo 18**).
- c. Carefully re-assemble the throttle cables and the housings, engage the positioning dowel pin and tighten the 2 screws. When assembling the 2 halves of the throttle housing, keep the plastic washer up against the throttle grip.
- d. Move bars lock to lock and confirm that no cable or hydraulic lines are binding and that the bars move freely.
- e. In a well ventilated area, start machine in neutral, wait until the machine settles to an idle and then move the bar from lock to lock (steering stop) several times and make sure that the engine maintains a smooth idle with no increase in RPMs.
16. **Double check all work performed and confirm compliance with these instructions. If you have any questions regarding installation, please call 800-859-4642 or 207-625-4642.**

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